

To-day's
Advertisements.

NAVAL YARD, HONGKONG.

DRAFTSMAN required with experience of either CIVIL ENGINEERING or ARCHITECTURAL WORK.

Applications to be made by Letter only, addressed to DIRECTOR OF WORKS DEPT., Naval Yard, Hongkong, and to state Nationality and Age of Applicant, Previous Experience, and Pay required.

Hongkong, 15th January, 1900.

[61b]

PUBLIC AUCTION.

BY ORDER OF THE REGISTRAR OF THE SUPREME COURT.

THE Undersigned will Sell by PUBLIC AUCTION,

on FRIDAY, the 19th January, 1900.

at Noon,

at their SALES ROOM, ICE HOUSE STREET. Several BICYCLES, TYPEWRITERS, one FILTER, one CHURCH'S SAFE, one BLACK-SMITH'S FORGE and a Quantity of MECHANICS' TOOLS, &c., &c.

Seized under Distraint for Rent and Writ of Execution, the Property of

M. MORGENTHAU,

No. 1, Ice House Lane.

TERMS:—As Usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 15th January, 1900.

[64b]

PUBLIC AUCTION.

THE Undersigned will Let by PUBLIC AUCTION,

on TUESDAY, the 23rd January, 1900,

at 3 P.M., on the Spot.

The SEVERAL LOTS numbered 1 to 19 on Plan to be seen at the AUCTIONEER'S OFFICE, for Erection of Booths and Mats on the Government Ground adjoining the Race Course, North of the Grand Stand enclosure.

TERMS:—As Usual.

For Conditions of Sale, apply to

HUGHES & HOUGH,

Auctioneers.

Hongkong, 15th January, 1900.

[62b]

FOR KOBE (DIRECT.)

THE Steamship

"KONOURA-MARU," will be despatched for the above port on WEDNESDAY, the 17th instant, at 4 P.M.

For Freight, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 15th January, 1900.

[65b]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENLOMOND," Captain McIntosh, will be despatched as above on or about THURSDAY, the 25th instant.

For Freight, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 15th January, 1900.

[63b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFRIDI," will be despatched for the above Port about the End of January, and will be followed by

S.S. "BIRCHTOR" and "ST. REGULUS."

For Freight, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 15th January, 1900.

[15033]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"HYSON,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 22nd instant, at Noon will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 15th January, 1900.

[60b]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"ONSANG,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godowns, upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 22nd instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,

Agent.

Hongkong, 15th January, 1900.

Intimation.



A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.

(For Invalids and General Use.)

B.—VINTAGE, superior quality, Red Capsule.....\$11.40

C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule.....16.20

D.—VERY FINE OLD VINTAGE extra superior, Violet Capsule (Old Bottled) 20.40

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out.

These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

BIRTHS.

At Woodbury, Garden Road, Kowloon, on the 14th January, the wife of Staff Surgeon W. G. K. BARNES, R.N., H.M.S. "Undaunted," of a daughter.

At Shanghai, on the 10th of January, the wife of H. BOKNER, of a daughter.

DEATHS.

At the English Presbyterian Mission, Swatow, on the 26th of December, the Rev. H. L. MACKENZIE, M.A., D.D.

At 14, Rifle Range Road, Shanghai, on the 9th of January, BENJAMIN HENRY, the beloved infant son of B. Wanstall.

The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 15, 1900.

REUTER'S TELEGRAMS.

REUTER'S SERVICE.

THE WAR.

General White's Losses at the Boer Attack on Ladysmith 6th Instant.

LONDON, January 12th.

The Daily News learns that General White's losses on the 6th instant were 14 Officers killed and 34 wounded and 800 men killed and wounded.

General Lord Methuen's Health.

It is stated that General Methuen injured his spine by a fall from his horse when he was wounded.

Movements of General Buller.

General Buller telegraphs from Springfield 11th instant that he has occupied the South bank of the Tugela river at Potgieters drift and seized the pont (sic). The river is in flood and the enemy strongly entrenched 4½ miles to the North.

KILLED.

The following were killed at Ladysmith on the 6th instant. Col. Dick-Cunynham of the Gordons, Majors Bowen of the Rifles, Mackworth of the West Surrey's and Miller-Walton of the Gordons, Capt. Larone of the Devons, Lieutenants Hill, 5th Lancers, Adams and Pakiman, Imperial Horse, Jones and Demiss, Engineers, Walker, Sonners, Raikes, Rifles, Hall, Rifle Brigade, and another, name undecipherable.

Casualties at Ladysmith.

The Official Report of casualties at Ladysmith (7 on 6th instant) gives 135 men killed and 244 wounded. The Earl of Ava is reported to have died of his wounds.

VOLUNTEERS.

LONDON, January 13th.

Lord Strathcona's offer to equip and maintain in the field 400 Mounted Canadians has been accepted.

Germany's Neutrality.

Krupp has been requested to desist from any intended despatch of shells to England since such would be incompatible with Germany's strict neutrality.

Death of Earl of Ava.

The death of the Earl of Ava is confirmed.

HONGKONG VOLUNTEER GAZETTE SERVICE.

Departure of the City Imperial Volunteer.

LONDON, January 14th.

The first detachment of the City Imperial Volunteers left London amidst indescribable enthusiasm. The streets were blocked with, surging thousands.

The Casualties at Ladysmith.

The undecipherable name of the Lieutenant killed at Ladysmith on the 6th instant is N. M. Tod, of the Scottish Rifles.

RUSSIA.

The Tsar's rescript to Count Mouraviev warmly thanks him for his ability and devotion in realizing the Tsar's aim to secure the benefits of a real and durable peace to all peoples. The Tsar also alludes with satisfaction to the arrangements concluded with China and the understanding with Britain and Japan.

WEATHER REPORT.

The Observatory report says:—

On the 14th at 11.55 a.m. the barometer has risen quickly on the E. coast of China. A high pressure area lies over N. China, and gradients are steeper with freshening monsoon on the coast and in the N. part of China sea. FORECAST:—N. winds, freshening line.

On the 15th at 11.50 a.m. barometric changes are slight. The high pressure area remains central over N. China. Gradients moderate to rather steep, with very strong monsoon on the coast and in the N. part of the China Sea. FORECAST:—Fresh N. to N.E. winds; fine.

LOCAL AND GENERAL.

ORDERS-in-Council are published in the Gazette authorising an extension of the Mount Davis Cemetery and an extension of the cemetery near Mautawei, in British Kowloon.

H. E. WU, substantive Grain Intendant of Kiangsu and Anhui and acting Provincial Treasurer-designate of this province, arrived at Shanghai on the 14th instant, from Nanking en route for Soochow to take over the seals of the post from Lu Yuan-ting, who is to take over the Governorship of Kiangsu from Lu Ch'uan-lin.

A FATAL boat accident occurred recently at Wuhu. One of the coasting steamers had finished loading for the South and the coolies left the vessel in a native boat. They had not proceeded far when a snow squall struck them and the boat which was grossly overcrowded turned turtle. All, numbering some twenty-odd men, were drowned.—N. C. D. News.

"BOZAVENTURE" spells success, says the N. C. D. News, of 11th inst. Her company had a crowded house again last night, and every "turn" was received, as it deserved, with rounds of hearty applause, nothing being more enjoyed than the answer to the question wherein does the Bozaventure differ from one of her midshipmen. It was a capital performance wound up by a lively supper given to the company on the stage.

It is notified in the Gazette that His Excellency the Governor has given his assent, in the name and on behalf of the Queen, to Ordinance No. 36 of 1899, an Ordinance to consolidate and amend the Laws relating to Merchant Shipping, the duties of the Harbour Master, the control and management of the waters of the Colony, and the regulation of vessels navigating the same. The Ordinance, with its appendices, occupies 63 pages of the Gazette.

FROM the Extract of Meteorological Observations for December, published in the Gazette, we learn that the maximum temperature of the month was 78.3°, on the 12th, and the minimum 54°, on the 1st, the mean being 71.2° or 8.8° above the average. The rainfall amounted to 1.79 inches, rain falling on six days. The sun was totally obscured on one day only, the 20th, and there were 172.9 hours of sunshine recorded. The prevailing direction of the wind was East.

His Excellency Major General Gascoigne, C.M.G., held his annual inspection of the Royal Engineers last Saturday morning. After the men had been put through a few manoeuvres he had them formed up and expressed the great satisfaction that the corps had given him, not only by what he had seen, of them as soldiers but as regards their work, which the gallant general expressed as the most important portion of their multitudinous duties. He was sorry to have to inform them that their Colonel was to leave them in a few days, having to retire under the Age clause. Colonel Eldsade, R.E., it will be remembered, gave a lecture before the Odd Volumes Society on "Our National Characteristics" last year.

This morning at the Supreme Court the Hon. H. E. Pollock (Acting Attorney-General) introduced Mr. Charles James Naylor and asked his Lordship to admit him to practice at the bar of the Hongkong Supreme Court. He said that the application was supported by two affidavits, one by the applicant himself and the other by Mr. McLennan. Mr. Naylor had practiced in Bombay from 1892 to 1894, when he entered into practice at the Consular Court at Siam, from which place he had come to Hongkong. Mr. McLennan's affidavits stated that he had known Mr. Naylor at Bangkok. The usual certificates were attached.

His Lordship said that as the necessary documents had been filed, the certificate showing that Mr. Naylor had been admitted into the Inner Temple on the 17th November, 1895, and called to the bar on the 18th March, 1897, he had much pleasure in approving of the application and admitting him as barrister in the Supreme Court of this Colony.

Mr. Naylor is the son of J. R. Naylor, Esq., of Poona.

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LD.

At noon on Saturday the third ordinary annual meeting of the shareholders in the above company took place at their offices, No. 9, Praya Central. The following gentlemen were present:—Mr. Shewan (Chairman), Messrs. Van Buren, Chow Hing Ki, Chou Tung Shang (Directors), C. Ewens, A. G. Morris, E. S. Kelly, J. C. Remedius, F. M. Gutierrez, A. Babington, A. Ramjahn, H. W. Dann, F. J. V. Jorge, Cheung King Ting and Fung Wai-chun. After the notice of the meeting had been read.

The Chairman said:—Gentlemen, as you are already familiar with the Report and Accounts we will take them as read. The Accounts are so very simple that there is nothing in them that requires explanation except perhaps the small item of furniture which has risen from \$91 a year to \$1,000 this year. It represents merely a new safe which cost some \$1,100 and the necessity for which in a business like ours is obvious. We have gone carefully over all our loans on mortgages and are quite satisfied with them all. The general rise in value of Real Estate which has taken place during the year has of course strengthened our position, and even above that do not forget that the margin on them increases with every monthly payment. As regards the result of the year's working I am sure you will all agree with me that we should be well content with it, especially considering how we have been hampered for want of sufficient funds. This question of obtaining further funds has now become a very urgent one for, as you see, practically the whole of our Capital of \$500,000 is now placed in Provident loans, leaving us nothing available for ordinary advances on goods, etc. for which there are always heavy demands on us. This is a good and remunerative part of our business, but we cannot have our hold of it if we are to do it well every time to our customers as we are doing at present. As you all know there are often times when heavy rates of interest will be paid in this money market for short loans on first class securities and a large business in always to be done in advances on merchandise in godown. There is however, one objection to the latter, namely the absolute reliability of the godown warrant and unless the goods and godown are under our full control we are very chary of making advances. So far we have worked this branch by making use of the General Managers' godowns, but it is evident that the volume of business done in this way is more than enough to fill large godowns of our own, and of course by owning instead of renting warehouses we should make the profit on the charges for ourselves, and moreover, there is nothing to prevent our acting as simple warehousemen, godown accommodation being still far from ample in this Colony. That this alone should pay us handsomely we are satisfied from our own knowledge and experience of the demand for storage room, and it is confirmed by the success which has attended the Chinese godowns companies which were started not long ago. Of course, the demand for loans on house property is by no means filled, but I want to make it clear to you that outside of that there is a large field for our operations, and that we are only waiting for our present business and throwing away good chances of more by not increasing our resources. It is plain that we cannot look for much at present from our issue of debentures, although they are certainly a form of investment which should be in favour with all investors who make security their chief desideratum, and we have, therefore, decided to make fresh issue of capital. We do not propose to call up the unpaid capital, but shall issue a further 50,000 shares of \$20 each, of which \$10 only will be called up, as before, in instalments of \$5 at a time. Some of this additional capital will be used for provident loans, but the bulk of it we will employ in obtaining land and building godowns and making advances on merchandise stored with us. Advances on shares come more within the province of banking, and will, therefore, not be pushed by us, but advances on goods is a business we believe that the banks here are not in favour of doing, and in that respect we count upon filling a want. To effect this increase of capital the usual extraordinary meetings will be called, of which you will receive due notice. It has been suggested that the general managers, in view of the increased turnover, might, when the capital is enlarged as proposed, see their way to reduce their present commission, and to this they are quite ready to assent. The present commission of 8 per cent cannot, I think be considered very heavy, but to encourage this further issue of capital and to meet the views of shareholders the general managers will reduce their commission to 5 per cent, when the new capital is subscribed, which is certainly a very substantial concession indeed. Of course, the new shares will be offered to the present shareholders in proportion to their holdings, but I may say that the vendors of the land we have in view for a godown are anxious to take payment for a considerable proportion in shares instead of cash, so the new issue may be regarded as guaranteed already to a certain extent. If any of the shareholders have any questions to ask I shall be pleased to answer them before moving the adoption of the report and accounts.

No questions being asked, the report and accounts were adopted, on the motion of the Chairman, seconded by Mr. Van Buren.

On the motion of Mr. Kelly, seconded by Mr. George, Messrs. Van Buren, Lewis, Chow Tung Shang, and Chou Hing Kee were elected consulting committee for the ensuing year.

On the motion of Mr. Fung Wai Chun, seconded by Mr. Ewens, Messrs. F. Henderson and W. H. Potts were re-elected auditors.

The Chairman—That is all the business gentlemen. The dividend warrants will not be ready till Wednesday. They will take some time to check.

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

This afternoon the ninth ordinary general meeting of the above company was held at the office of their General Managers (Messrs. Meyer & Co), No. 9, Queen's Road Central. The following gentlemen were present:—Mr. F. G. Schroter (Chairman), Messrs. Shelton Hooper, J. Orange, F. Henderson, O. V. D. Heyde, C. E. Huygen, Kroll, Kwok Lum, C. Schroter.

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen, you received some days ago the report and accounts for the past year and with your permission I will take them as read in the usual way. I do not find any comment necessary to the accounts, they have been drawn up in the same way as before and they are very simple. The annual survey of our property has recently been held by our architects, Messrs. Palmer and Turner, and they declare all the buildings to be in a fair state of repair, internally the same as when they were leased, but they found some external repairs necessary. Particulars of these have been handed to the Kowloon Wharf & Godown Co. who have confirmed already in writing that they would attend to the matter. When we last met I mentioned the New Pier Ordinance and you will have seen from the newspapers that it has become law from the

beginning of this year on a basis of rents which show a reduction on those in the first draft of the Bill. Our Company will now become liable to a yearly payment of probably \$480 per pier.

As previously intimated this outlay will be met by the Kowloon Godown Company during the whole period of their lease; this obligation has already been acknowledged by them. According to the Ordinance a lease for the pier will be issued by the Government for a term of 50 years, and I have instructed our solicitors to apply for the same.

Nothing else of interest occurs to me but I shall be glad to answer if you have any questions.

No questions being asked, the Chairman moved the adoption of the report and accounts and Mr. Orange seconded. Carried. Mr. O. V. D. Heyde and Mr. G. E. Huygen seconded the re-election of Mr. Henderson as auditor.

The Chairman thanked them for their attendance and said that the dividend warrants would be ready to-morrow.

CINEMATOGRAPH ENTERTAINMENT.

IN aid of the "MISSUS AND KIDS' FUND."

Some great writer once said that he pitied the poor man without a hobby; some people have most objectionable hobbies, some people whose hobbies are a joy to their friends are to be commended, but those who are enabled to amuse and instruct not only their friends but the public at large, as well as materially assisting a good fund by means of their hobby are most assuredly the people who deserve the greatest praise. Mr. Hatch, Member of Parliament for Gorton, Lancashire, must certainly come well up in the third category.

His hobby is the cinematograph and at present, along with his clever assistant and companion, Mr. Stanley A. Millen, he is travelling through the Far East. Besides doing the business for which Mr. Hatch made this long voyage, he has been able to take 78 cinematographic views of the different places and peoples he has visited. It is his intention on arrival home, besides showing these to his friends, to use them in assisting him in his lectures, he being a lecturer of no mean repute, so we may expect to further benefit by his arduous interest in and knowledge of the capabilities of the Far East, which will greatly assist British interests in China. An exhibition, took place at the St. Andrew's Hall, and was organised by Captain May, Superintendent of Police, admittance free, but a contribution to be made in aid of the South African Fund.

The number of persons present and the success of the exhibition may best be reckoned by the amount collected and passed over to Sir Thomas Jackson, who was present, towards the Fund, which amounted to no less than \$214.95. Mr. Ward played appropriate tunes on the piano while the views were being shown, and accompanied the vocalists. Mr. Millen operated the instrument, which was lighted by a small continuous current arc lamp, the electricity being derived from the batteries used to operate the lifts in Queen's Buildings, was kindly supplied by Mr. H. Wickham of the Electric Co.

At the conclusion the Hon. T. H. Whitehead moved a hearty vote of thanks to Mr. Hatch, Mr. Millen and Captain May, which was enthusiastically accorded.

We append the programme—

CINEMATOGRAPH PICTURES, &c.

Shown by the kind permission of

H. B. Hatch, Esq., M.P.

Manufactory Sale.

I. Boys Siding on Ice.

II. Train entering a station.

III. Landing the Lifeboat.

IV. Skin Diving.

V. Oh promise me Mrs. Lawson.

VI. The Bull Fight.

VII. The Confidence Trick.

VIII. Diving.

IX. The Bull Fight.

X. The Bull Fight.

XI. The Bull Fight.

XII. A good story.

XIII. The Bull Fight.

XIV. A good story.

XV. The Bull Fight.

XVI. The Bull Fight.

XVII. The Bull Fight.

XVIII. The Bull Fight.

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XLIV. The Bull Fight.

XLV. The Bull Fight.

XLVI. The Bull Fight.

XLVII. The Bull Fight.

nothing came of it. The left wing of the Welch then secured the ball and from a fine centre by Jones, Houston found the net ten minutes from the start. On resuming play, a good break away by the sailors' right wing brought the ball into the Fusiliers' territory, but only for a short time, the defence being sound. The soldiers' forwards then broke away and two more goals were scored in quick succession. They continued to press till lemon time when the score stood—

"G" Coy, R.W.F. 4 goals.

The ship's forwards got away with the ball directly play was resumed, but were pulled up by the excellent play of the Fusiliers' backs. Williams got the leather from Murray and beating all opposition found the net with a fine high shot, which the bluejackets' custodian had no chance of stopping. On resuming, the right wing of the Undaunted secured the ball from the centre and the outside man sent in a good shot, which Miles had to touch round the post. No result came of the corner and from this time the soldiers continued to bombard the sailors' goal, having had lines in net scoring. Williams again scored and the whistle sounded with the score—

"G" Coy, R.W.F. 6 goals.

It would be difficult to single out any one of the soldiers, as all worked hard in their positions; Jones and Williams were always dangerous when they got the ball and the former's centres were generally turned to good account. The right wing of the forwards played the best game for the sailors, but he lacked support and the shooting was not at all up to the mark. Their goalkeeper saved some of the best shots, but he was left with too much to do. Had the backs given him a bit more assistance their defeat would not have been so crushing.

"G" Coy, R.W.F. 6 goals.

The match between the two ships was played on the Happy Valley on Saturday afternoon. The *Algerine* was represented by Marsh (goal), L. Chambers and Ridgall (backs), Hocking, Trout and L. Hargrave (halves) and Short, Pacey, Wilson, Johns and Quigley (forwards). The *Paniamt Azova* by Rafferty (goal); Leister and Udy (backs); Causar, Smith and Staples (halves); Reed, Jutson, Bert, King and Cove (forwards).

The game was very amusing, the sailors knowing that the ball had to be put through the posts and not into the goal, as the latter being bound by any such useless encumbrances as the rules of the game. Neither side scored.

"G" Coy, R.W.F. 6 goals.

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power put in at the origin, and that usefully given out where required, i.e., the efficiency of transformation. Of course there are a host of factors that go to determine which is the best system to adopt, and these must not be lost sight of in comparing plants. These chief factors are: first, the source of the energy that is to be distributed; secondly, the means of transmitting it; and thirdly, by the apparatus for making use of that energy. The object of this paper is to consider the Electrical system, which is one, that in spite of the rumours which have beset its path, has gained for itself such a position as to become a great factor in modern engineering, and has to be taken into account wherever any great scheme for transmitting energy is under consideration. It has invaded the domains of most existing hydraulics, telerailways, etc., and wherever it is obtained an entrance it has remained, much to the benefit of the user. The advance of this mode of transmission has been to a great extent checked in Great Britain, owing chiefly to vested interests (a bugbear to all new industries) and to the aversion which many British manufacturers have to the innovation of anything producing radical changes; but the great successful uses for which it has been adopted in America and on the continent, have at last awakened our engineers to the fact that to be able to compete with foreign rivals, electricity must be used for machine shops and for purposes where driving is required; and now a large number of shops which are being built, have this energy for their motive power, and indeed some which up to now have been using steam auxiliary engines and shafting are discarding them and adopting electricity. It is not too much to say that at least 25 per cent in power would be saved by the use of electricity. This system is however hampered by the fact that the available mechanical energy has to be converted into electrical and then again into mechanical, thus entailing loss by transformation, which is obviated if the mechanical energy can be applied directly. The ease with which a current may be carried over a distance, the elasticity of its conductor, the quickness with which a long line can be erected, are a few of the factors which go a long way to mitigate the above mentioned drawback. It is only natural that users of power must "see cause" why they should use this mode of driving, for after all it is in a state of progressive development, but its eminent adaptability for all purposes, is daily becoming more apparent, it will in future be the chief power-transmitting agent, and in it the demand will be so great that the central station engineer instead of trying to increase his day load will be devising schemes to get his night curve up. What this great agent is, what relation it holds to the ether which surrounds space, or whether it is itself that ether does not now concern us; we know it is there, ever ready and willing to come to our bidding and only requiring an apparatus to utilise it. To do this we make use of an electric pump or dynamo, by which a difference in its state of tension, enabling it to glow a lamp or drive an electric car at even faster speeds than can be obtained from steam. The dynamo plays such an important function in the electrical transmission of power, that it might be as well to give a brief description of it, and no better illustration can be found than the following: I think, by S. W. Prece: The earth is a large magnet, though weak; suppose a man facing the North or South pole, standing somewhere between them, takes in each hand one end of a flexible copper wire, begins to use it as a skipping rope; as he skips a current will be generated in the wire, and will pass through it round his body from hand to hand. This current, though excessively small, can be measured with sufficiently delicate instrument. The illustration is accurate, for the copper rope is a powerful electro-magnet and we have the modern dynamo, the outcome of Faraday's great discovery of the magneto induction of currents. The dynamo, as you all know, serves two distinct functions, the converse of each other; when supplied with mechanical energy from some outside source, such as a waterfall or a steam engine, it converts this into electrical energy; when supplied with electricity, say from another dynamo or from batteries, it reverts this energy to mechanical, and it is on this fact that the electrical transmission of power depends. Though as just mentioned, a dynamo is capable of being used as a motor, yet experience has taught that it is not always the best dynamo that makes the most satisfactory motor, for certain details must be altered to obtain best results. The dynamo must have a high efficiency, and without damage be able to give an occasional excess of current; it must work well with extreme variations of load, and its size is immaterial. Motors on the other hand are a rule required of small dimensions and light weight, they have to work intermittently and their efficiency, though desirable, is not of such importance. There is a great difficulty in obtaining electrical machines of high efficiency, for most makers guarantee their motors to give an efficiency of 80 per cent, and 85 per cent of the electrical energy supplied to them, and 85 per cent of the H.P. of an engine can be obtained at the terminals of a dynamo. There are various ways of transmitting electrical energy, each having its separate advantage, and each being best for special purposes. The various ways may be divided into two headings, i.e., by alternate currents and by continuous current; these again are subdivided into various systems. We shall first consider the high pressure, or alternate currents, which may be transmitted by the single, double, or high pressure distribution system. The great advantage of this system is the great distance to which the energy can be transmitted, it should be the only system used where the distance from centre of supply exceeds three miles. The alternate currents are as a rule supplied at a pressure of from 1,000 to 10,000 volts, and it is reduced to any desired voltage by the use of a transformer. By the use of transformers, low pressure generators can be used, for it is quite easy to produce the voltage at 750, and step it up to the required voltage, and then again reduce it to any suitable pressure; the transformer requiring no attention and having no moving parts, is quite an inexpensive apparatus for upkeep, its drawback is open circuit losses. The want of a good alternate current motor has kept this system back for motive purposes. The obstacles in the way of such motors have been their refusal to start unless synchronised by some external means; their liability to stop abruptly when overloaded, and the fact that their speed cannot be altered. These obstacles have now to a large extent been overcome, and now there are on the market three kinds of motors which may be used with the single phase alternate current system.

(I).—ALTERNATE MAGNETIC FIELD MOTORS. The first has the above mentioned drawbacks, it is however, where skilled attention can be obtained, a useful motor of high efficiency. One of this type is used by the Hongkong Electric Co. to drive a generator for charging the telegraph cables. This motor is in synchronism with the Queen's Buildings. This motor is synchronised by first driving the direct current machine as a motor until the alternate current one is in step with the generator at the Central Station, when a switch is closed, then the motor begins to do its work. It also has given very good results. The motors of class II. have many internal defects, which as far as I am aware have not yet been overcome and are only used for small work. To the third type belong a great percentage of the single phase motors now in use. Motors of this class can now be obtained and very suitable for all kinds of work. A 1 H.P. motor of this type gives an eff. of 70% and weighs about 120 lbs., while one of 50 H.P. weighs 6,800 lbs. (approx.) giving an eff. of 90%. A great many of the fans used in the colony are driven by this type of motor and they are an undoubted success. The good results of the induction motor has given the single phase system of distribution a great impetus as a means for motive power. At Worcester, where electric driving system of supply has been adopted, the Corporation make use of electric motors for pumping water to the high level tanks, the fact that it is done by water, three, three, three pumps. A Platinotype Co. also use two electric motors one 6 H.P. and the other 12 H.P. both of which give every satisfaction. An 11 H.P. motor is also used by a large printing firm of the town and it does its work well. Besides these cited cases there are many motors in use for nearly every purpose for which motors can be used. The following results were obtained by one of the pumping motors.

Running, 14 1/2 hours.
Energy consumed, 212 H.O.T. units.
Water pumped, 17,500 gallons, 300 ft.
The motors are started by the labourer on duty at the water works, and once started are left running as long as required, without any attention; the bearings are self oiling.

The whole of the machinery at the sweet

manufactory of Messrs. Fuller & Co. is driven

by single phase motors, and the energy supplied

by the supply station, there are 14 motors in

all, varying from 1 to 7 H.P., they are easily

started and give every satisfaction.

The multiphase system of electric power

transmission has many advantages, and for long

distance transmission it is unrivalled. By this

system the power is to be used and

away from where the power is to be used

by an easily laid conductor convey the stored

energy of nature to wherever it can be most

conveniently utilised. I am sorry to say I have

by me no particulars of the great example of

this system: the Niagara plant. There is how-

ever a plant at Brakpan, in the Transvaal,

where electricity is generated in a station

near a lake so as to secure water all the year

round, about 2 miles from a coal mine, the

nearest is connected by a railway. All the

appliances, such as mechanical conveyors and

stokers, are adopted to minimise the cost of

fuel and labour. The plant consists of 4 large

dynamo of 1,000 H.P. each, which deliver 3

phases of currents at 750 volts to transformers

which step up the pressure to 10,000 volts. The

current is at this pressure distributed by over-

head conductors to the various mines at dis-

tances of from 25 to 30 miles. The conductors

consist of bare copper wire 3/4 sq. mm. in

section. At the various mines transformers

reduce the pressure to the required voltage and

supply motors varying from 1 to 250 H.P.

The motors for this system are good,

efficient, and require little attention. All the

system is, for tramway work, making rapid

progress, especially on the continent where

it attracted the attention of the members

of the Institute of Electrical Engineers during

their visit this year, and concerning it,

Prof. Schwartz, an authority on traction work,

was saying: "I was much struck with

the way the phase motors behaved and I think

there is a future for them in the country dis-

tricts"; he is writing of the Stausstad Engelberg

Burgdorf Thun line. The last deals with

ordinary rolling stock and is full gunga. The

first has the following gradients:

Maximum on adhesion 30 per 1,000 gauge; the

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Intimations.

PHOTOGRAPHIC
PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,
&c., &c., &c.

Coast Port Orders Executed.

ACHEE & CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. [19]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOID and ULCERATION
of the BOWELS.Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesaleby
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898.

To be Let.

TO LET.

"HARFORD" MAGAZINE GAP.

GROUND FLOOR, 52, PELL STREET.

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 17th November, 1899. [12]

OFFICES TO LET.

NO. 23, ICE HOUSE STREET. Immediate

Possession.

Apply to

W. DANBY,

Civil Engineer & Architect.

Hongkong, 7th October, 1899. [1281a]

Consignees.

AUSTRIAN LLOYD'S STEAM NAVA-

TION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"GISELA,"

having arrived Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent in to the office of the Undersigned before

Noon on the 17th instant, or they will not be

recognised.

No Fire Insurance has been effected, and

any Goods remaining in the Godowns after the

17th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,

Agents.

Hongkong, 10th January, 1900. [23b]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "SACHSEN"

of the NORDDEUTSCHER LLOYD.

THE above named Steamer having arrived,

Consignees of Cargo are hereby informed

that their Goods, with the exception of Opium,

Treasure and Valuables, are being landed and

stored at their risk into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited, Kowloon, whence delivery

may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 3 P.M.

TO-DAY.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 19th instant, will be

subject to rent.

All broken, chafed and damaged Goods are to

be left in the Godowns, where they will be

examined on THURSDAY, the 18th instant,

and MONDAY, the 22nd instant, at 9.30 A.M.

All Claims must reach us before the 25th

instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the

Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

Agents.

Hongkong, 12th January, 1900. [22]

OCCIDENTAL AND ORIENTAL STEAM-

SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"COPTIC"

are hereby notified that their Goods are to

be landed into our Godowns at Wanchai and

delivery may be had either from Lighters or

from Godowns upon countersignature of Bills

of Lading.

Goods remaining undelivered after the 19th

instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 12th January, 1900. [2]

AUSTRIAN LLOYD'S STEAM NAVA-

TION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,

SUEZ, ADEN, KARRACHI, BOMBAY,

PENANG AND SINGAPORE.

THE Steamship

"TRIESTE,"

having arrived, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, whence delivery may be obtained.

This vessel brings Cargo—

From Trieste, ex S.S. *Imperator* transhipped

at Bombay.

Optional Cargo will be discharged here unless

notice to the contrary be given immediately.

No Claims will be admitted after the Goods

have left the Godowns, and all claims must be

sent in to the Office of the Undersigned before

Noon on the 19th instant, or they will not be

recognised.

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 19th

instant, will be subject to rent.

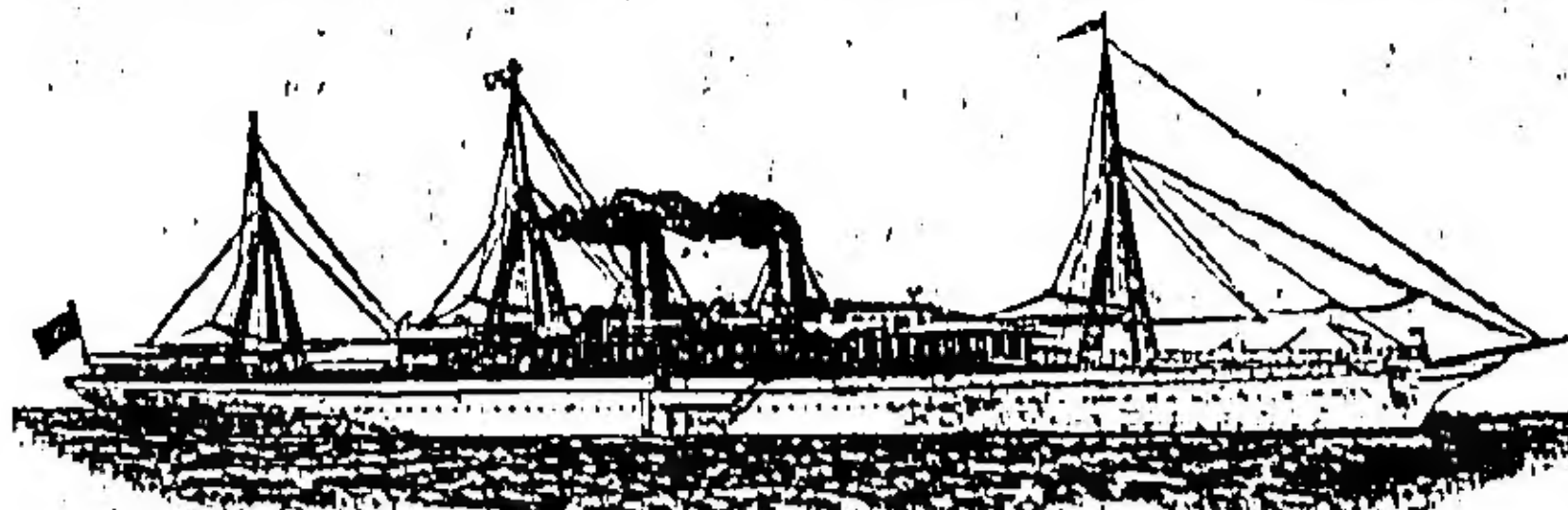
Bills of Lading will be countersigned by

SANDER, WIELER & Co.,

Agents.

Hongkong, 13th January, 1900. [35b]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th January.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 14th February.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 14th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND

SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER

(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and

make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS

OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM

THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made

at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,

(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL

TRAINS (the Company having received the highest award for same at recent Chicago World's

Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Patten's Street. [3]

Hongkong, 20th December, 1899.

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA

FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND

SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND

HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,

and HONOLULU, THE UNITED STATES, &c.

Coptic (via Shanghai, Nagasaki, Kobe, In-

land Sea, Yokohama and Honolulu). Saturday, 20th Jan.,

at Daylight.

Carlisle City... 3,502 | about | Jan. 20

Belgian King... 3,379 | about | Feb. 20

Carmarthen... 2,929 | about | Feb. 15

THE Steamship

"CARLISLE CITY,"

will be despatched for SAN DIEGO and

SAN FRANCISCO, VIA KOBE, YOKO-

HAMA and HONOLULU, on or about

the 20th instant.

Through Bills of Lading issued to any point

in the United States.

Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel packages

will be received at the OFFICE until the same

time. All parcels should be marked to address

in full. Value of same is required.

Consular Invoices, to accompany cargo des-

tined to Points beyond San Diego, should be

sent to the Company's Office, addressed to the

Collector of Customs, San Diego.

For further information as to Freight or

Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, China and Japan.

Hongkong, 15th January, 1900. [28]

NORTHERN PACIFIC

STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,

AND YOKOHAMA.

PROPOSED SAILINGS FROM

HONGKONG.

FOR VICTORIA, B.C. AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Breconshire... 3,567 | G. E. Elliott | Jan. 20

Tacoma... 2,811 | A. Dixon | Jan. 30

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVA-

TION COMPANY.

Aberglow... 3,777 | J. Murray | Jan. 27

THE attention of Passengers is directed to

the very cheap rates offered by the Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables.

DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on

the American Continent. Magnificent Scenery

of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route.

Passengers to EUROPE may proceed by one of

the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Govern-

ment Services.

Through Bills of Lading issued to Pacific

Coast Points, and to Canadian and United

States Points.

Consular Invoices of Goods for United States

Points should be in quadruplicate; and one

copy must be sent forward by the steamer to

the Freight Agent, Tacoma, Wash., or Port-

land, Or. (whichever may be the destination of

the steamer).

Parcels must be sent to our Office (with

address marked in full) by 5 P.M., on the day

previous to sailing.

For further information apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 8th January, 1900. [4]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL and

AMERICAN PORTS.)

THE Steamship

"MASSILIA,"

Captain C. Gadd, carrying Her Majesty's Mails,

will be despatched from this office for BOMBAY, &c.,

on SATURDAY, the 20th instant, at Noon,

taking Passengers and Cargo for the above

Ports.

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped at Colombo into a steamer

proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed

via Bombay with Transshipment.

Parcels will be received at this Office until 4

P.M. the day previous to sailing. The contents and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 6th January, 1900. [5]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KOSAI MARU.....	{ AMOY, SHANGHAI, CHEMUL- PO and NAGASAKI.....	THURSDAY, 18th Jan., at Daylight.
MIKE MARU.....	{ KOBE and YOKOHAMA.....	THURSDAY, 18th Jan., at 4 P.M.
KANAGAWA MARU.....	{ KOBE and YOKOHAMA.....	FRIDAY, 19th Jan., at 4 P.M.
KASUGA MARU.....	{ NAGASAKI, KOBE and YOKO- HAMA.....	SATURDAY, 20th Jan., at 4 P.M.
YAWATA MARU.....	{ MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	FRIDAY, 26th Jan., at 4 P.M.
KAMAKURA MARU.....	{ MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.....	FRIDAY, 26th Jan., at Daylight.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at No. 7, Praya Central.A. S. MIHARA,
Manager.

Hongkong, 12th January, 1900.

NORDDEUTSCHER
LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)HAMBURG-AMERIKA
LINIE.

(Freight Service.)

